

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Alameda Countywide Bicycle Plan Update ACTAC Workshop Meeting Meeting Agenda

(Note Earlier 10:30 a.m. Meeting Time)

Tuesday, April 4, 2006

10:30 a.m. to 1:00 p.m. (lunch will be provided)

Alameda County CMA

1333 Broadway, Suite 220

Oakland, CA 94612

1. Introductions & Sign-In	10:30 a.m.
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2. Review Financially Constrained Network And High Priority Projects*	Action	10:35 a.m.
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Based on comments received since the last meeting, the consultant has been working to incorporate revisions to the Financially Constrained and Vision networks. The changes will be reviewed with ACTAC and tables and maps showing the updated networks will be presented at the meeting. The Financially Constrained network is basically the same as that currently shown on the web at <http://www.accma.ca.gov/pages/taskforce.shtml>, but a few more projects may be added in Planning Areas 1, 2, and 4 to match the revenue estimate of \$62 million and include on-going priority projects on the Financially Constrained network as requested by those areas. ACTAC will also be asked to provide input on the draft high priority project list. The list will be distributed at the meeting and a follow-up email sent to those who are unable to attend the meeting.

3. Transit Priority Zones Definition and Criteria*	Action	11:40 a.m.
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ACTAC is requested to approve the revised priority transit zone criteria. The revisions are based on input from ACTAC and ACTIA's BPAC. As stated at the last meeting, a "Transit Priority Zone Projects" category will be included in the 2005 Bicycle Plan as part of the Vision. Assuming that approximately \$10 million is available over the next 25 years to fund projects in transit high priority zones, then there is about \$1.5 million available for high priority projects over the next 4 years, when the next update of the Alameda Countywide Bicycle Plan is scheduled to occur. Because the amount of funding is small and it is likely that the category will be oversubscribed, criteria are defined that would allow eligible projects to be funded in the category rather than establishing a list of high priority projects. The revised criteria are attached.

4. Define Projects and Criteria For Maintenance and Rehabilitation of Existing System*

Action

12:00 p.m.

ACTAC is requested to approve approach for defining Vision, Financially Constrained, and High Priority projects for Maintenance and Rehabilitation of Existing System. Assuming that approximately \$10 million is available over the next 25 years to fund maintenance and rehabilitation projects, then there is about \$1.5 million available for high priority projects over the next 4 years, when the next update of the Alameda Countywide Bicycle Plan is scheduled to occur. Because the amount of funding is small and it is likely that the category will be oversubscribed, it is recommended that criteria be defined that would allow eligible projects to be funded in the category rather than establishing a list of high priority projects. Suggested criteria are attached.

5. Update on Routine Accommodation*

Information

12:30 p.m.

ACTAC is requested to discuss the concept of routine accommodation and ways it is being addressed in Alameda County jurisdictions. In response to MTC's draft Report "*Routine Accommodation of Bicyclists and Pedestrians in the Bay Area: Results from Interviews with Transportation Professionals and Recommendations to Encourage Routine Accommodation*", the attached comments were submitted by the ACCMA. The ACCMA's comments requested that routine accommodation be set in the context of all transportation needs, that routine accommodation be focused on facilities that have been identified in regional, countywide or local bicycle and pedestrian plans, and that the public review process be determined by the project sponsors. The Bay Area CMA Directors also submitted similar comments, which are attached. CMA staff met with members of EBBC to further discuss routine accommodation and is considering ways to include it as part of the project process without overburdening project sponsors.

6. Next Meeting

The next meeting is scheduled for May 2, 2006 at 11:30 a.m.

* Indicates there is an attachment for this item.

** Indicates handouts will be distributed at the meeting.



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*April 4, 2006
Agenda Item 2.0*

Memorandum

Date: March 28, 2006
To: ACTAC
From: Beth Walukas, CMA Consultant
Subject: Alameda Countywide Bicycle Plan Update – Revised Financially Constrained and Vision Network and High Priority Projects

Action Requested

Based on comments received since the last meeting, the consultant has been working to incorporate revisions to the Financially Constrained and Vision networks. The changes will be reviewed with ACTAC and tables and maps showing the updated networks will be presented at the meeting. The Financially Constrained network is basically the same as that currently shown on the web at <http://www.accma.ca.gov/pages/taskforce.shtml>, but a few more projects may be added in Planning Areas 1, 2, and 4 to match the revenue estimate of \$62 million and include on-going priority projects on the Financially Constrained network as requested by those areas. ACTAC will also be asked to provide input on the draft high priority project list, which will be distributed at the meeting.

Next Steps

Refine high priority projects. Update Chapters 3 and 5. Produce draft maps.

Discussion

At their March meeting, ACTAC discussed the Vision and Financially Constrained networks for capital projects. Based on comments received to date, the consultant has been working to incorporate revisions to the Financially Constrained and Vision networks. The changes will be reviewed with ACTAC and tables and maps showing the updated networks will be presented at the meeting. The Financially Constrained network is basically the same as that currently shown on the web at <http://www.accma.ca.gov/pages/taskforce.shtml>, but a few more projects may be added in Planning Areas 1, 2, and 4 to match the revenue estimate of \$62 million and include on-going priority projects on the Financially Constrained network as requested by those areas.

ACTAC will also be asked to provide input on a draft high priority project list. Based on discussion at the March meeting, each jurisdiction was requested to review the Financially Constrained capital network and identify its top three highest priority projects. It is proposed that the list of high priority projects in the 2005 Countywide Bicycle Plan would consist of the one highest priority project from each jurisdiction plus ABAG and the East Bay Regional Park District as long as they had the support of the local jurisdiction(s). This list may take more than four years to implement, but it would meet the goal of focusing efforts on funding an identified portion of the Financially Constrained network. Substitute projects are permitted if all of a jurisdiction's projects on the Financially Constrained network exist or are funded. The substitute project from the Vision network would be accepted as long as a reasonably equal exchange in revenues is proposed for the substitution.

A second list is also being developed to provide a process for amending the high priority list as projects get completed on the Financially Constrained network. This second list shows the next highest priority projects, so that when the highest priority project is implemented, the next project can move up the list. The jurisdictions must demonstrate that they have completed or programmed projects on the Financially Constrained list before they can move another high priority project from the Vision to the list. Comments have been received from most jurisdictions, but clarifications are being sought in order to develop the draft list. The list will be distributed at the meeting and a follow-up email sent to those who are unable to attend the meeting.



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*April 4, 2006
Agenda Item 3.0*

Memorandum

Date: March 28, 2006
To: ACTAC
From: Beth Walukas, CMA Consultant
Subject: Alameda Countywide Bicycle Plan Update – Transit Priority Zone Definition and Criteria

Action Requested

ACTAC is requested to approve the revised priority transit zone criteria. The revisions are based on input from ACTAC and ACTIA's BPAC. As stated at the last meeting, a "Transit Priority Zone Projects" category will be included in the 2005 Bicycle Plan as part of the Vision. Assuming that approximately \$10 million is available over the next 25 years to fund projects in transit high priority zones, then there is about \$1.5 million available for high priority projects over the next 4 years, when the next update of the Alameda Countywide Bicycle Plan is scheduled to occur. Because the amount of funding is small and it is likely that the category will be oversubscribed, criteria are defined that would allow eligible projects to be funded in the category rather than establishing a list of high priority projects.

Next Steps

Include definition and criteria in updated Bicycle Plan.

Discussion

Definition of Transit Priority Zones

The objective is to improve connections between bicyclists and transit in Alameda County. This would be accomplished by improving connections to transit stations and improving connections to buses on trunkline service routes at major transfer points¹. The Countywide bicycle network should try to have at least one direct connection to every major transit and hub with a focus on hubs, stations and terminals with that have multiple types of transit or demonstrate high demand

¹ AC Transit has identified the following as trunkline transfer points: BART stations, Solano/San Pablo Avenue, University/San Pablo Avenue, 40th/San Pablo Avenue, MacArthur/Broadway, Webster/Santa Clara, Park/Santa Clara, Fruitvale/MacArthur, 73rd/MacArthur, 73rd/International, Chabot College, Union Landing Transit Center, Ardenwood Park and Ride, Lido Faire Shopping Center, Ohlone College. LAVTA and UC Transit will be contacted to determine the location of their trunkline transfer points.

for bicycle use. Ideally, the bicycle connection should provide direct access from all four quadrants to the periphery of the transit hub, station, or terminal. Implementation of improvements on transit district property would be the responsibility of the transit district and improvements on jurisdictional roadways would be the responsibility of the jurisdictions. Types of projects that would be considered for promoting bicycle access to transit hubs, stations, and terminals and intermodal connections between bikes and other transit connections are:

- Development of on-street bikeways to provide continuous entry to the transit hub, station or terminal.
- Upgrades to streets with existing bikeways to improve bicycle access (i.e., upgrades to rail crossings and street pavement conditions)
- Bicycle parking and storage
- New or retimed traffic signals
- Station pathfinder or wayfinding signs
- Stair channels
- Racks on buses and at bus stops
- Traffic safety and personal security projects

Estimated Available Revenues

Financially Constrained Revenues: \$10 million over the next 25 years

High Priority Project Revenues: \$1.5 million over the next 4 years

The available revenue estimate is not intended to be a cap, but a guideline. The Plan is being revised to state that some future revenues should be available through the Bike Plan for improving connections between bicycles and transit. The countywide amount and total need has not been identified and will not be addressed as part of this update. It will be defined further in future updates. Between now and the next update, the types of projects completed under this category will be monitored and used as input into the next update process. It appears, however, that this category is most likely to have projects that serve both bicycle and pedestrian needs, so every opportunity should be taken to combine projects and leverage funding if applicable.

Prioritization Criteria

Because the amount of revenue identified is small and it is likely that the category will be oversubscribed, criteria are defined that would allow eligible projects to be funded in the category rather than establishing a list of high priority projects. The following criteria include ACTAC's suggestions from their March 7th meeting.

General

1. Project must be ready (e.g., has community and other agency support, fully funded, not dependent on another project, environmentally cleared. Project readiness is more precisely defined by funding source.)
2. Project meets the definition of a Priority Transit Zone as defined in the Alameda Countywide Bicycle Plan (e.g., improves connections to transit)
3. Project results in a usable segment or defined facility (e.g., bike lockers, bike parking, bike racks, signing, stair channels, etc...)

For Bikeway projects:

4. If project is not on a transit district property, it has the support of the local jurisdiction in which it is located.
5. Project provides at least one safe, convenient route to a transit station/hub. Highest priority would be for connecting from a countywide corridor. Next highest priority would be from route on a local network.
6. Project provides continuous entry to the transit station/hub or improves access (e.g., upgrades to rail crossings for which the jurisdiction has control of and street pavement)
7. Project serves a transit station/hub with the highest existing or potential demand for bicyclists.

For Infrastructure projects:

8. Project provides adequate facilities (e.g., racks, signal retiming, traffic signals, signing, stair channels, etc.).
9. Project serves a transit station/hub with the highest existing or potential demand for bicyclists

For Bicycle Parking/Storage projects:

10. Project provides adequate facilities (e.g., parking, storage, racks) to meet demand plus 10 percent.
11. Project serves a transit station/hub with the highest existing or potential demand for bicyclists.
12. If project is not on a transit district property, it has the support of the local jurisdiction in which it is located.



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*April 4, 2006
Agenda Item 4.0*

Memorandum

Date: March 28, 2006

To: ACTAC

From: Beth Walukas, CMA Consultant

Subject: Alameda Countywide Bicycle Plan Update – Maintenance and Rehabilitation of Existing System Definition and Criteria

Action Requested

ACTAC is requested to approve an approach for defining Vision, Financially Constrained, and High Priority projects for Maintenance and Rehabilitation of Existing System. Assuming that approximately \$10 million is available over the next 25 years to fund maintenance and rehabilitation projects, then there is about \$1.5 million available for high priority projects over the next 4 years, when the next update of the Alameda Countywide Bicycle Plan is scheduled to occur. Because the amount of funding is small and it is likely that the category will be oversubscribed, it is recommended that criteria be defined that would allow eligible projects to be funded in the category rather than establishing a list of high priority projects.

Next Steps

Include definition and criteria in updated Bicycle Plan.

Discussion

Definition of Maintenance and Rehabilitation of the Existing Bicycle System

The objective is to provide additional means of maintaining existing bicycle facilities on the Countywide Bicycle Plan network by identifying funds for this purpose. When possible, existing bicycle facilities on the Countywide Bicycle network should be rehabilitated concurrently with a roadway rehabilitation project on the same roadway. In instances where there are not enough funds to rehabilitate the existing bicycle facility at the same time, these funds would be available to supplement roadway rehabilitation funds for projects that meet the criteria. Maintenance and rehabilitation would be the responsibility of the jurisdictions.

Estimated Available Revenues

Financially Constrained Revenues: \$10 million over the next 25 years

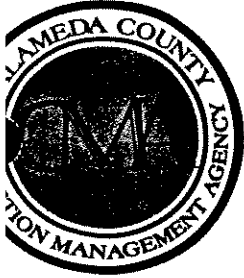
High Priority Project Revenues: \$1.5 million over the next 4 years

The available revenue estimate is not intended to be a cap, but a guideline. The Plan will be revised to state that some future revenues should be available through the Bike Plan for maintaining and rehabilitating Vision network bicycle facilities. The countywide amount and total need has not been identified and will not be addressed as part of this update. It will be defined further in future updates. Between now and the next update, the types of projects completed under this category will be monitored and used as input into the next update process.

Prioritization Criteria

Because the amount of revenue identified is small and it is likely that the category will be oversubscribed, criteria are defined that would allow eligible projects to be funded in the category rather than establishing a list of high priority projects.

1. Project is an existing bicycle facility on the Vision network of the Alameda Countywide Bicycle Network.
2. Project must be ready (e.g., has community and other agency support, fully funded, not dependent on another project, environmentally cleared. Project readiness is more precisely defined by funding source.)
3. Project results in improving a usable segment (e.g., extends pavement to from road to edge, removes a roadway barrier to bicycle travel)
4. Project extends the service life of an existing segment and is not a routine maintenance project
5. Project serves a roadway with the highest existing or potential demand for bicyclists.



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Executive Director

February 27, 2006

Mr. Doug Johnson
MTC
101 Eighth Street
Oakland, CA 94607

Subject: Comments on the Draft *Routine Accommodation of Bicyclists and Pedestrians in the Bay Area Report*, dated February 2006

Dear Mr. Johnson:

Thank you for the opportunity to review and comment on MTC's Draft Report "*Routine Accommodation of Bicyclists and Pedestrians in the Bay Area: Results from Interviews with Transportation Professionals and Recommendations to Encourage Routine Accommodation*". We appreciate MTC doing this study and providing an opportunity for input.

The draft report summarizes the results of interviews with 35 of 120 possible project managers of transportation projects that could have incorporated bicycle and pedestrian projects in their larger transportation projects as well as interviews with bicycle and pedestrian planners, engineers, and advocates. The report found that of the 35 project managers that responded, 57 percent of the transportation projects accommodated bicycle and pedestrian projects, which indicates that many local jurisdictions have existing policies that support routine accommodation. The draft report describes a method for monitoring whether accommodation of bicycle and pedestrian projects is occurring and proposes some recommendations for encouraging the accommodation of bicycle and pedestrian projects in transportation projects. Of the recommendations, the following involve the CMAs:

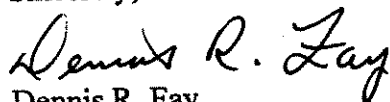
- MTC and CMA funding programming policies should ensure that project sponsors consider the accommodation of non-motorized travelers consistent with Caltrans Deputy Directive 64.
- MTC and CMA should monitor how the needs of non-motorized users are being considered and accommodated in the design and construction of transportation projects by auditing candidate TIP projects.
- CMA's and local agencies should have BPACs review projects or provide an opportunity for public input during the design stage to ensure that appropriate bicycle and/or pedestrian facilities are included in projects.

In response, the ACCMA offers the following comments:

1. *Set routine accommodation in context of all transportation needs:* While we recognize that there may be cost benefits to routinely considering bicycle and pedestrian projects in transportation projects funded by MTC and the CMAs, routine accommodation of bicyclist and pedestrian needs should be set in the context of all transportation needs. Just as we do not accommodate every local street rehabilitation project or transit shortfall because of scarce funding resources, we should not necessarily accommodate every bicycle and pedestrian possibility for every funded project (see item 2 below).
2. *Refine report recommendations to focus on roadways and areas included in a local, county or regional bicycle or pedestrian plan.* Active encouragement and monitoring of accommodation should only be on roadways and areas that have been established as a priority in a local, county or regional bicycle or pedestrian plan. This would allow local agencies to focus on the bicycle and pedestrian projects that are the most important to complete. If these plans are to be expeditiously implemented, we need to honor the priorities they set.
3. *Treat bicycle project accommodation and pedestrian project accommodation separately in terms of actively requesting project sponsors to consider accommodation for transportation projects.* Because bicycle and pedestrian needs and travel patterns are different, the report should treat bicycle project routine accommodation and pedestrian accommodation separately. Without some priority, bicycle and pedestrian projects on every local street could become a de facto requirement, even in places where it is not cost effective or not wanted by a local jurisdiction. For bicycles, most jurisdictions and counties have adopted bicycle plans and established networks and priorities. As noted above, the priority for considering bicycle accommodation in transportation projects should be on roadways that are on a local, county or regional bicycle plan. For pedestrian project routine accommodation, the report should clarify what the most important routes, destinations, or types of walking trips are or perhaps require that priorities established in adopted pedestrian plans be followed.
4. *The public review process should be determined by the project sponsor.* Public review should be determined by the project sponsor and should not be limited to a specific group. There are different ways to conduct public outreach. For example, using established BPACs is one way, the NEPA/CEQA process is another.

Again thank you for the opportunity to comment on the draft report. We look forward to continuing discussion on this important topic. Please contact me or Beth Walukas at 510/836-2560 if you have any questions.

Sincerely,



Dennis R. Fay
Executive Director

cc: Jean Hart, Deputy Director
Diane Stark, Senior Transportation Planner

file 2005 Alameda Countywide Bicycle Plan Update

file: DRF Chron
Agenda Item 5.0
Bay Area CMA Directors

March 1, 2006

Steve Heminger
Executive Director, MTC
101 Eighth Street
Oakland, CA 94607-4700

RECEIVED
MAR 06 2006

BY: _____

RE: Comments on "Routine Accommodation of Bicyclists and Pedestrians in the Bay Area" Recommendations

Dear Steve:

MTC staff reviewed the results and proposed recommendations from the "Routine Accommodation of Bicyclists and Pedestrians in the Bay Area" Study at our meeting of February 24th. MTC is to be commended for developing an inventorying of bike and pedestrian accommodation in the Bay Area. This should prove to be useful to MTC and the Counties.

MTC's recent draft Strategic Plan recommends there be increased delegation of the bicycle/pedestrian program to the CMA's. The study states, "While the Commission should continue to establish overall policy guidance and project selection criteria consistent with the adopted Bicycle and Pedestrian Program, it would be more efficient and cost-effective to delegate 100% of project selection to the CMA's rather than have two separate processes". The Directors agree with that concept of delegation in this area and would recommend that this be the recommended policy direction.

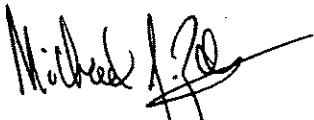
The current recommendations in the "Routine Accommodation Study" run counter to that concept. Draft recommendations would restrict the ability of counties and cities to implement the projects identified as key in their respective adopted bike plans rather than encourage them. Many of the recommendations from the study limit countywide flexibility in the use of TDA funding, require expenditures on projects not identified in local bike plans, recommend percentages on the allocation of sales tax expenditures counter to local ordinances, and define a prescriptive review process for local Bike Advisory Committees and project review. Therefore, these should not be included in the policy.

The CMA's are substantially engaged through comprehensive and well coordinated outreach in the development of bicycle/pedestrian programs and projects at the local level. These efforts have been very successful. There is not a need at this time for a prescriptive policy directing those efforts.

Bay Area CMA Directors

We strongly urge you to limit the policy direction to the delegation approach consistent with the Strategic Plan and look forward to additional discussion with MTC staff and Commissioners on this issue. Please call Mike Zdon at (707) 259-8634 if we can add any additional information.

Sincerely,



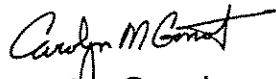
Mike Zdon, CMA Moderator
Napa County Transportation Planning Agency



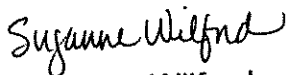
Robert K. McCleary
Contra Costa Transportation Authority



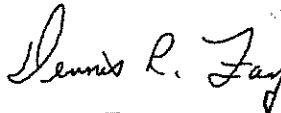
Jose Luis Moscovich
San Francisco Transportation Authority



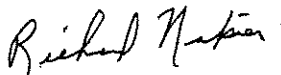
Carolyn Gonot
Santa Clara Valley Transportation Authority



Suzanne Wilford
Sonoma Transportation Authority



Dennis Fay
Alameda County CMA



Rich Napier
San Mateo County CMA



Daryl Halls
Solano Transportation Authority



Dianne Steinhauser
Transportation Agency of Marin

cc: Doug Johnson, MTC